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## MYSTERIES SURROUND INTER-ISLAND DRYDOCK NAMES OF STRUCTURE AND CHRISTENER ARE KEPT SECRET



### CEREMONY IS PLANNED FOR NEXT TUESDAY

When the Inter-Island Steam Navigation Company's big new half-million dollar floating drydock goes into commission next Tuesday afternoon, two mysteries now puzzling local waterfronters and shipping circles, will have been cleared away.

None save President and General Manager J. A. Kennedy know the identity of the fair Honolulu who will crash a bottle over the prow of the new drydock, the first of its kind in the Hawaiian Islands, and large enough to accommodate many of the trans-Pacific liners. Who will take the leading part in the christening ceremony continues a profound secret which even the several heads of departments at Inter-Island headquarters declare they have no part.

The name to be given the floating drydock is another matter that has served to keep in suspense many who intend to witness the launching of the structure. A number of names have been suggested which are appropriate to a craft destined to make its home in island waters. It is predicted, however, that when the name of the new dock is pronounced shortly after 3 o'clock next Tuesday afternoon, it will be found to have a Hawaiian origin.

#### Drydock Man Here

William T. Donnelly, high in the councils of marine, mechanical and civil engineers throughout the United States, Canada and the continent of Europe, devised and planned the floating drydock that, now completed, will soon be ready to accommodate the shipping of the Pacific that may call at Honolulu for assistance and repair.

The man who has but a short time ago received the important commission to take a prominent part in the construction of a two-million dollar

terminal at Prince Rupert, the outlet for the Grand Trunk Pacific railway along the coast of British Columbia, is now a visitor at Honolulu, where he will witness the series of tests and trials of a drydock designed by him.

Donnelly is responsible for the construction of a 20,000-ton drydock at Prince Rupert. He has been engaged in floating drydock designing and construction for a number of years. He now holds the responsible position as consulting engineer of the Connecticut board of commissioners of wharves, harbors and bridges. It was according to Donnelly's plans that the mammoth drydock at Erie basin, near Brooklyn, N. Y., was completed, and for years has been in successful operation.

The constructing engineer now here had an important part in the designing of the floating drydock at Seattle, at present the largest structure of its kind on the coast. The dock now in use by the Craig Shipbuilding Company at Long Beach, Cal., was also planned by Donnelly. The Inter-Island steamer, *Mauna Kea* is to be the first vessel to enter the dock following the christening ceremonies. This vessel will be raised and receive a general cleaning and repainting before again going into the water.

#### Pontoons Are Used

Pontoons are used for a floating drydock. This type of dock was first built by Rennie of England. The main difference between this dock and the one under construction here

is that the pontoons, the lifting power, are made of wood. The object of this is not only to reduce the cost of construction, but it also very greatly reduces the cost of maintenance.

By pontoons is meant all that part of the dock ordinarily under water. In the Inter-Island dock there are nine pontoons—100 feet in length across, and 32 feet in width longitudinally of the dock. These pontoons are separate structures, secured together by the side walls or wings. The wings are 300 feet in length and 30 feet high and are of steel. The wings are attached to the pontoons by links and steel wedges driven in such a way as to force the bottom of the steel wings against the deck of the pontoons and make the whole structure rigid and secure.

All pontoons are divided into two watertight compartments by a bulkhead located down the center of the dock, and each compartment is so formed is provided with a valve or gate for letting in the water and a pump for forcing it out. When a ship is to be drydocked, all the valves, or gates, are opened—the water is allowed to enter the pontoons. The result is just the same as if a hole were opened in the side of a ship—that is, the dock commences to sink. The valves are left open, the dock is allowed to sink to such a depth as will allow the vessels to enter between the side walls over the keel blocks arranged down the center. The vessel in entering is controlled and located by lines secured to the vessel and handled by men moving along the tops of the wings.

#### System of Operation

When the vessel is located and secured in the proper position over the keel blocks, the pumps, being operated with electricity, are started up gently, forcing the water out; which causes the drydock as a whole to rise in the water until the keel blocks touch the bottom of the vessel. Then certain other blocks are driven in toward the center on each side, the movement being brought about by ropes operated from the tops of the wings. These blocks prevent the vessel from rolling from side to side. The pumping is then commenced and dock and vessel rise together until the top of deck of the pontoons comes above the surface, when the vessel is in drydock and ready for repair.

The Inter-Island dock is 360 feet long by 100 feet in width and has a lifting capacity of 4500 tons. It was originally designed for 7000 tons; it may be increased to that amount later. It can easily handle a ship the size of the *Wilhelmina*. Its cost has been about \$500,000.

W. T. Donnelly of New York, the designer of this drydock and one of the foremost drydock men of the country, explained the advantages of floating drydocks over basin docks for commercial ship purposes yesterday. He is in the city now, a guest at the Pleasanton hotel, and will remain here about three weeks. Before he returns to the mainland he expects to see the new drydock ready for service.

This is what he said regarding the floating drydock:

"To most people the floating drydock is looked upon as a necessity, and receives consideration for no other reason. A greater familiarity with the subject of ship repair would undoubtedly lead to a much better understanding. Taking the shipping of the world into consideration there can easily be shown that there is a greater expense for drydocking and ship repair than for ship building. There are a certain number of new ships added to the fleets of the world each year, while all existing ships must be drydocked for painting and repair. It is a rather remarkable fact that there is not a single shipbuilding plant in or about New York harbor, while there are no less than 50 drydocks, representing about 20 different firms engaged in ship repair work.

**Floating Docks Predominate**  
"Of the 50 drydocks in New York, 48 are floating and two are basin

Scenes during the construction of the mammoth new Inter-Island floating drydock, which will go into commission next Tuesday, and James A. Kennedy, president of the Inter-Island Steam Navigation Company.

docks. This opens the question of the relative value of basin or floating drydocks for commercial ship repair work. The first consideration of a drydock for ship repairs is that it must be located close to an ample labor supply; for the reason that drydocking and repairs of damaged ships must be done in the shortest possible time. Due to the continual growth of cities, the property in such locations rapidly increases in value; and the company with a floating drydock will remove the dock and plant to other available property of less value, thus releasing the former site for steamship purposes, or other important purposes. It is, of course, apparent that in the case of a basin drydock this is impossible and that any discontinuance of business on the site can only come about by the filling in of the basin drydock, thus sacrificing its entire cost.

"It should also be pointed out that except where the conditions of the ground are most favorable, a floating drydock can be built for less and in a much shorter time than a basin dock. The Inter-Island dock was commenced in the early spring of this year, and will be finished in a few days, which I consider a very good time, considering the importance of the work."


President Kennedy and General Superintendent J. E. Sheedy have been personally devoting a great deal of time to the drydock and watching every detail as it is completed.

A great deal of the credit for the drydock is given to Alec Lyle, superintendent of the marine railway. Lyle was sent to the mainland by the Inter-Island company to study drydock construction and plan the great local structure and spent several months in visiting eastern ports. He has also been actively "on the job" during the construction of the dock here.

## TO PLAY AND DANCE FOR CHURCH FUNDS

With a view to securing funds to aid in the completion of a permanent structure, the members of the building fund association of the Sacred Hearts church will give an entertainment in the Moose hall, Fort and Beretania streets, at 7:30 o'clock this evening.

The committee in charge of the program is composed of Dr. J. J. Carey, Dr. J. H. Farrell, Jack D. Cleary, A. T. Henderson, L. R. Medeiros, Judge W. J. Robinson and J. J. Sullivan, and after several weeks of preparation, the body has announced that every detail is complete. The program will be followed by dancing. Those who are scheduled to take part in the program are Ernest Kaal's quintet, Prof. L. A. de Gracia, the Mid-Pacific Quartet, A. A. Pierosell in harp solos and Jack Cleary and a troupe of dancers. The officers of the building association include Rev. Father Stephen Chaplain; John A. Hughes, president; Judge W. J. Robinson, vice president; L. R. Medeiros, secretary; Julius Asch, treasurer.



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